Section I: AMENDMENTS TO THE CLAIMS

1. (Previously Cancelled).

2. (Previously Cancelled).

3. (Previously Cancelled).

4. (Currently Cancelled).

5. (Currently Cancelled.

6. (Previously Cancelled).

7. (Previously Cancelled).

8. (Previously Cancelled).

9. (Previously Cancelled).

10. (Previously Cancelled).

11. (Previously Cancelled).

12. (Currently Cancelled).

13. (Currently Cancelled).

14. (Previously Cancelled).

15. (Previously Cancelled).

16. (Previously Cancelled).

17. (Previously Cancelled).

18. (Previously Cancelled).

19. (Previously Cancelled).

20. (Previously Cancelled).

21. (Previously Cancelled).

22. (Currently Cancelled).

23. (Currently Amended) The method as set forth in claim 29 ~~claim 22~~ wherein said recalculating is accomplished only whenever said ~~change exceeds~~ predetermined changes exceed a predetermined threshold value.

24. (Currently Amended) The method as set forth in claim 23 wherein said recalculating is accomplished only whenever said ~~change exceeds~~ changes exceed said predetermined threshold value for a predetermined period of time.

25. (Currently Amended) A method for automatically updating a selected travel route for a vehicle from a current position of a vehicle to a predetermined destination ~~whenever said vehicle strays from a selected travel route~~, said method comprising:

determining said selected travel route, said selected travel route comprising a series of travel ~~points~~ segments along said selected travel route, said selected travel route being based upon a first set of segment traffic flow rates for said travel segments;

receiving current position information related to a current position of said vehicle;

periodically receiving real-time segment traffic flow rates for said travel segments;

determining average traffic segment flow rates for said travel segments for differing time periods for each of said travel segments; and

~~comparing said current position information with said selected travel route; and~~

recalculating said selected travel route to provide a new travel route, said new travel route being based upon said real-time segment traffic flow rates and said average segment traffic flow rates whereby said real-time segment traffic flow rates are used in determining new nearby travel segments which are nearby said current position of said vehicle and said average traffic segment flow rates are used in determining new distant travel segments which are nearby said destination ~~whenever said current position is not along said selected travel route~~.

26. (Currently Amended) The method as set forth in claim 25 and further including interpolating between said real-time segment traffic flow rates and said average segment flow rates to provide interpolated traffic segment flow rates whereby said interpolated traffic segment flow rates are used in determining new travel segments which are between said nearby travel segments and said distant travel segments ~~wherein said current position information is received from a global positioning system (GPS)~~.

27. (Currently Amended) The method as set forth in claim 26 wherein said current position information is received from a global positioning system (GPS) ~~said GPS~~ on a continuing basis.

28. (Original) The method as set forth in claim 25 wherein said recalculating is accomplished using said current position as a starting point for said new travel route.

29. (Currently Amended) The method as set forth in claim 25 wherein said recalculating is accomplished ~~selected travel route is based upon a first traffic condition, said method further including:~~

~~receiving traffic information including current traffic conditions applicable to said selected travel route;~~

~~detecting a change in traffic conditions from said first traffic condition to said current traffic condition; and~~

~~recalculating said travel route~~ whenever predetermined changes are detected in either said traffic conditions or whenever said current position is not along said selected travel route.